

This is the statement of BM2 [REDACTED] regarding the events of 25 March 2007.

On 25 MAR 2007 myself and my crew, consisting of LTjg [REDACTED], crewman, MK1 [REDACTED], crewman/Boarding Officer and BM3 [REDACTED], Crewman were tasked with conducting Washington State Ferry Escorts in a joint operation with MSST Seattle. At approximately 1400 myself and my crew were en route on the CG 25661 from the Vashon Island ferry terminal to the Fauntleroy ferry terminal alongside the MSST boat 255002. At about mid-channel we passed a Washington State Ferry in escort by two 25 Defender Class boats later identified as belonging to MSST Anchorage.

After passing approximately 500 yards past the escorted ferry I heard Man Overboard, we have a man overboard on channel 21A. I stopped my boat and awaited amplifying information. Over the course of several minutes of radio traffic I determined that one of the MSST Anchorage boats had lost a man overboard. I began to move toward the MSST Anchorage boats at a slow bell while I awaited the outcome of the man overboard. The 255002 arrived on scene before I did and transmitted over channel 83 (secure) that they had a medical emergency and were requesting a medical evacuation via helicopter. They requested that I manage communications while they attended to the injured person. I began coordinating with Sector Seattle to arrange a helicopter and pass information.

Over several more minutes of radio traffic I learned that the man overboard was unconscious and unresponsive, had no respirations and a faint pulse. I also learned from Sector Seattle that the helicopter was being launched from Air Station Port Angeles. Given the nature of the emergency and the extended ETA for a helicopter from Port Angeles I recommended to the 255002 that we transport the injured person at best possible speed to the Fauntleroy ferry terminal, escorted by the other boats. The 255002 acknowledged. I coordinated with Sector Seattle to meet EMS at the dock and with the Washington State Ferrys to ready the ferry dock to receive the injured person. Upon reaching the ferry dock I guided the MSST Anchorage boat to the proper ramp. After the MSST boat had secured lines they stated that they needed additional assistance. I moved my bow to the beam of the MSST boat and instructed LTjg [REDACTED] and BM3 [REDACTED] to go over to render assistance.

After spending some time securing the scene and exchanging information with Sector Seattle I pulled my boat up to an accommodation ladder on the ferry dock. Leaving MK1 [REDACTED] to secure and watch the boat I went topside to provide Sector Seattle with further amplifying information. Upon reaching the ferry dock and learning that LTjg [REDACTED] had a good overview of the situation I turned Sector Seattle communications over to him as the senior Officer present at the scene. I informed the MSST that I would stand by until released to render any assistance needed. At approximately 1600 we were released from the scene and returned to base.

This statement is true and correct to the best of my knowledge.

[REDACTED]
BM2 [REDACTED]
USCG STATION SEATTLE

This information is being withheld under 5 U.S.C. Section 552(b)(1)

This information is being withheld under 5 U.S.C. Section 552(b)(1) and (7)(C)

Statement of LTJG [REDACTED] concerning the incident of PS3 Gill of MSST Anchorage, that occurred on March 25, 2007.

On March 25, 2007, a boat crew from U.S. Coast Guard Station Seattle onboard CG25661 was conducting Washington State Ferry escorts between Fauntleroy and Vashon Island terminals. At approximately 2:30pm CG25661 was enroute to the Fauntleroy ferry terminal to begin another escort with CG255002 from MSST Seattle as we passed another escort headed to Vashon Island with two MSST Anchorage boats on our starboard side about 500 yards away. A radio call for a man overboard was heard on channel 21 about mid channel. The CG25661 coxswain, BM2 [REDACTED] stopped making way and we identified that the call was coming from one of the MSST Anchorage boats we just passed.

We established communications with CG255501 and received the report that the member was unconscious, not breathing with a faint pulse. They requested an immediate MEDEVAC for severe head trauma and we coordinated the response with Sector Seattle. Sector Seattle requested assistance from Air Station Port Angeles but with our recommendation for immediate assistance we requested EMS to meet us at the Fauntleroy terminal. We could see CPR being administered to the member by their boat crews right after the incident occurred. BM2 [REDACTED] notified the MSST Anchorage boats that we would be escorting them to the ferry terminal. BM2 [REDACTED] notified the outbound M/V KITSAP of the incident and requested that the ferry terminal's loading ramp be lowered to the water to accommodate the freeboard of the CG255501. The CG255501 arrived at the Fauntleroy ferry terminal a beam of the ramp and they requested additional assistance by two members of our boat. BM3 [REDACTED] and I went over onto their bow and assisted them securing the boat to the ramp as Seattle Fire Department arrived as they continued CPR on the member.

At this time, BM3 [REDACTED] and I continued to assist the Fire Department and EMS with the back board before they transported him into the ambulance. BM2 [REDACTED] had moored his boat to the terminal with MK1 [REDACTED] and met me at the top of the ferry terminal to assess the situation. I continued to pass information to Sector Seattle about what was going on at the scene by cell phone. At approximately 1600 we were released from the scene and returned to base.

The above statement is true and accurate to the best of my ability and recollection.

[REDACTED] LTJG, U.S.C.G.
March 25, 2007

This is the statement of BM3 [REDACTED] for the day of 25 March 2007.

BM2 [REDACTED] MK1 [REDACTED] Lt. [REDACTED] and I were underway on the 25661 heading east toward Fauntleroy Ferry terminal to start a ferry escort. We saw a ferry south of us and a few 25 foot Coast Guard defender class boats. At approximately 14:20 we heard a man overboard call over the radio. BM2 [REDACTED] turned the boat around and went toward the Coast Guard 25 foot boats. We received a call on channel 83 from 255002 saying that a Coast Guardsman fell overboard on the 25501 and had head trauma. They said the member needed medial evacuation right away. We radioed sector on 21A and told them we needed medial evacuation. It was then passed that the victim didn't have pulse and was unconscious. We got our first aid kit out and put on gloves and headed toward scene. The first thought was we needed a helicopter to transport. BM2 [REDACTED] told 255002 to take victim to Fauntleroy ferry terminal. BM2 [REDACTED] radioed a near by ferry and requested they slow and to advise other ferries of the situation. BM2 [REDACTED] then requested the Fauntleroy ferry terminal to lower the hydraulic lift so we could transport patient from the boat. BM2 [REDACTED] then notified the other boats to head for Fauntleroy while we clear the way. I took over communication at this time. I notified sector we were in bound and requested estimated time of arrival of medical. They said medical would be on scene when we arrived. We arrived at the ferry terminal minutes later and the 25501 pulled next to the hydraulic lift. The 25501 was administering CPR. BM2 nosed up to the 25501 and Lt. [REDACTED] and I went over to help assist. The 25661 later tied up to the ferry terminal and BM2 [REDACTED] came ashore. The medical assistance was on scene minutes later. They boarded the boat and took over. They had a back board with them and other equipment. I held the back board in place and then was directed to hold the boats lines to prevent movement. I secured the bow line while they moved the victim. After this several Coastguardsmen went into the ferry terminal office. We consoled the 3 crew members. I took one member to the head and helped wash the blood from his hands and face. All Coastguardsmen there were very shaken up. The victim was taken away by medical. BM2 [REDACTED] Lt. [REDACTED] and I boarded our boat and returned to base.

The following is true to the best of my knowledge.

BM3 [REDACTED]
USCG Station Seattle
[REDACTED]

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This is the statement of MK1 [REDACTED] concerning
The mishap on involving PS3 Gill on 25 MAR 17

On Sunday 25 March 2007 at approximately 14:30 the crew and I heard a call over the radio "man overboard man overboard" and the boat # which I didn't hear at the time. We were on our way back out from lunch with one of the MSST Seattle boat's (255002). Our coxswain (BM2 [REDACTED]) of the 25661 heard the call and said what did they say, it sounds like a drill. Then the call came across a second time about a minute later. I stated it's a man overboard lets get over there. At that time we were approximately four hundred yards away. We were watching the other RBS's hook up, there were four 25 foot defender class safe boats in the area at the time. We slowly started heading over, someone from the boat called over the radio once again on the secured channel and stated "we need a medavac and asked if any of the boats had an EMT on board". It was at this time that our coxswain notified Sector Seattle we need medavac ASAP and stated what we knew of the situation. We had reached the other boat it was approximately 4 minutes later you could see the boat with the injured person onboard; I still wasn't paying attention to the number of the boat. I could see that they were doing CPR on the boat stern. Another call came across the radio for a medavac. Our coxswain had already put in the request to Sector Seattle and Sector responded back about 30 seconds later. Sector called backed and said they had notified Port Angeles and a helo was on the way. The coxswain asked ETA, I already knew it would be at least 20 minutes before helo would show. I stated "we need to get that boat to the pier". It seemed like the coxswain was out on the boat with the casualty because the boat just wasn't going anywhere. Then again I stated to our coxswain "we need to get a coxswain on that boat and get it to the pier". After a minute of ongoing activity our coxswain called over to the other boats and stated "we need to get your boat to shore". Finally a crewman took control of the helm and started following us back towards shore. Approximately 12 minutes had passed when our coxswain suggested to the LTJG [REDACTED], Executive Officer to have the affected RBS (25501) beach their boat for easy access. I stated to BM2 [REDACTED] "just have them go to the Fauntleroy terminal and call the ferry and ask were an access point to bring a person to shore could be located". BM2 [REDACTED] contacted the ferry and was told that they would lower the vehicle ramp and that ferry traffic would be stopped. The affected RBS followed us to the pier and we directed them to the vehicle ramp where you could still see CPR being preformed. We yelled over to see if they needed help on the affected RBS and dropped of Petty Officer [REDACTED] and LTJG [REDACTED] to assist a few seconds later the fire dept EMT's arrived.

The following is true to the best of my knowledge

[REDACTED]
MK1 [REDACTED]
Station Seattle

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